

REMARKS/ARGUMENTS

Favorable reconsideration of this application as presently amended and in light of the following discussion is respectfully requested.

Claims 10-21 are pending in the present application; Claims 1-9 having been canceled and Claims 10-21 having been added by way of the present amendment.

In the outstanding Office Action, Claims 1, 2, 6 and 8 were rejected under 35 U.S.C. § 102(b) as being anticipated by Arai, Claims 3-5, 7 and 9 were rejected under 35 U.S.C. § 102(e) as being anticipated by Rafiah et al., and Claims 4 and 5 were rejected under 35 U.S.C. § 103(a) as being unpatentable over Rafiah et al. in view of Asai et al.

As Claims 1-9 were canceled, each of the outstanding rejections is now moot.

The present amendment adds new Claims 10-21 including independent Claims 10, 15, and 18.

The present invention provides a navigation apparatus as recited in the new claim 10.

The navigations apparatus comprises a receiving unit that receives an input for a departure place and a destination, a transmitting unit that transmits to a retrieving server information for the departure place and the destination accepted by the receiving unit, a route acquiring unit that acquires from the retrieving server information showing transportations to be used in each of a plurality of section routes to be included in a route that connects the departure place and the destination, the transportations being retrieved from the retrieving server based on the information for the departure place and the destination transmitted by the transmitting unit, a guiding unit that performs a guidance based on the route, and a guidance controller that controls the guiding unit to perform the guidance only for a section route in which a public transportation system is not used as the transportation, when an instruction on whether to perform the guidance in the section route is received and an instruction to perform the guidance is received as recited in the new claim 10.

The present invention is distinct from Arai particularly in that a guidance controller that controls the guiding unit to perform the guidance only for a section route in which a public transportation system is not used as the transportation, when an instruction on whether to perform the guidance in the section route is received and an instruction to perform the guidance is received as recited in the new claim 10.

As described in paragraphs [0068] to [0069] of the present specification, when the guidance of the route from a departure place to a destination using various transportation means is provided, the instruction for the guidance for a section where the guidance is effective (according to the first embodiment, the walk section) is accepted. When the user makes the guidance request, the guidance by a voice or the like for that section is provided. The instruction for the guidance for a section where the guidance is not necessary or should not be provided (according to the first embodiment, the section using trains or the like) is not accepted, and thus the guidance is not provided. With the above arrangement, an optimal guidance along the route using plural kinds of transportation means can be provided, in which the guidance is provided for a necessary section, but is not provided for an unnecessary section.

It should be noted that at the end of a train ride, if a message is provided to a user indicating for the user to get off of the train, then that instruction is an instruction related to a walking section of the trip and is not for navigating the train.

Independent Claim 18 recites a method which includes providing information of the route to the user. Information of the route, for example, can be considered to be at the level shown in Figure 3. Further in Claim 18, it is stated that the providing of information of the route without providing guidance of how to travel within the one section uses the public mode of transportation and providing guidance within the another section. Thus, instructions of what turns to take while on the train section are not provided, but if there is a section such

as for example a walking section or some other mode of transportation such as a car transportation which follows the train ride, guidance could be provided at the end of the train ride for the walking section. This feature of Claim 18 is neither disclosed nor suggested by the prior art of record.

According to the above explanations, each of the independent claims is patentable over the prior art. The dependent claims are patentable for at least the reasons the independent claims from which they depend are patentable.

Consequently, in light of the above discussion and in view of the present amendment, the present application is in condition for formal allowance and an early and favorable action to that effect is requested.

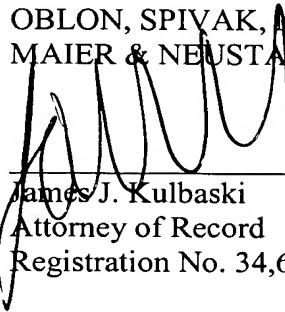
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